

AMENDMENTS TO THE CLAIMS

1. (Currently Amended) Support frame for automobile vehicle sunroofs, comprising a front element (1) and longitudinal elements (2) implemented in one piece together with the ~~incorporation therein of several other ancillary elements~~ a reinforcing crosspiece (3), in which a slide (16) runs along each of the two longitudinal elements, said slide being pulled by a tow element, and which is characterized in that:

[[-]] the support frame is a single piece implemented by injection of fused material in closed mould, which material can be a thermoplastic, a light alloy, or any other structural material capable of being conformed with this procedure, U-shaped, consisting of a front element (1), and two longitudinal elements (2);

[[-]] a channel (10) for guiding the tow element, which carries the slide (16) and for the sliding of ~~the link (23)~~ with the tow element in the actual slide, which is carried out along the two longitudinal elements (2) of the support frame, and wherein the channel comprises aligned downwardly convex semi-cylindrical areas regularly separated by gaps and in opposition cylindrical areas upwardly convex placed in discontinuous arrangement and located in the vertical of the gaps.

[[-]] an area above the channel (10) cited wherein the pulled slide (16) is seated, which has predominantly vertical walls (15, 17) which laterally control possible displacements of said slide in the horizontal plane.

2. (Currently Amended) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that ~~the channel (10) for guiding the element, tow line, which carries the slide is constituted by an alignment of semi-cylindrical areas (5) separated by open spaces (11), these areas being convex toward the lower face of the longitudinal element, which areas combine with other the opposing cylindrical upwardly convex areas (9) are areas (9) in quarter cylinder form which are located above the open spaces gaps (11) and are convex toward the upper face, and together with the downwardly convex semi-cylindrical areas constitute ing a tubular housing with a longitudinally open window through which can run the links (23) of the actual slide with its lower end (13) secured to the driving element, the tow element.~~

3. (Currently Amended) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that ~~the channel for guiding the element, tow line, which moves the slide is formed by a downwardly convex lower semi-cylinder (26), and in a discontinuous manner the opposed cylindrical upwardly convex areas upwardly convex are confronting arches (27), left and right which leave a top space between them so that the part of the slide which is joined to the tow element can pass, and the aligned downwardly convex semi-cylindrical areas regularly are separated by gaps (28) In the lower semi-cylinder are some gaps whose horizontal projection coincides with the horizontal projection of the inner faces of said confronting arches (27), the number of gaps being the same as that of the arches.~~

4. (Original) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that in a lateral portion (26) of each longitudinal element, adjoining the area of housing and guiding the pertinent pulled slide, three longitudinal recesses are defined, one for guidance (19) to receive the end of a flange bent back on itself (18) of the slide, another (20) for the guidance of the moveable panel and a third (21) for the securing of a joint which finishes the edges of the trim and of the window top.

5. (Previously Presented) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that it consists of another pair of channels (6) for guiding the tow element excess, and which are constituted by two rows of alternating projections of semi-cylindrical section (7, 8) with free spaces and confronting each other in the free spaces.

6. (Original) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that it comprises a drip rail area (12) made in each longitudinal element (2) in longitudinal form.

7. (Original) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that the anchorage points and supports on the bodywork of the vehicle are integrated in the same body.

8. (Previously Presented) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that the front element (1) of the frame also includes a drip rail (12) connected to that of the lateral longitudinal elements and to the means used to drain the water.

9. (Original) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that in the front element (1) of the frame, channels (6) are incorporated to guide the tow element implemented as a continuation of those of the longitudinal elements, as well as various anchorage areas and supports, and an area (22) for mounting a motor.

Claim 10. (Currently Amended) Support frame for automobile vehicle sunroofs, according to claim 1, characterized by ~~the possibility of incorporating one or more~~ than one crosspieces between the guides.

Claim 11. (Previously Presented) Support frame for automobile vehicle sunroofs, according to claim 4, characterized in that it consists of another pair of channels (6) for guiding the tow element excess, and which are constituted by two rows of alternating projections of semi-cylindrical section (7, 8) with free spaces and confronting each other in the free spaces.

Claim 12. (Previously Presented) Support frame for automobile vehicle sunroofs, according to claim 4, characterized in that the front element (1) of the frame also includes a drip

rail (12) connected to that of the lateral longitudinal elements and to the means used to drain the water.

Claim 13 (New). A support frame for automobile vehicle sunroofs, comprising:

a front element (1);

a reinforcing crosspiece (3);

two longitudinal elements (2), wherein a slide (16) runs along each of the two longitudinal elements, said slide being pulled by a tow element;

a plurality of downwardly convex semi-cylindrical protrusions aligned downwardly and separated by gaps;

a plurality of upwardly convex cylindrical protrusions placed in discontinuous arrangement and located such that they protrude over said gaps, the plurality of downwardly and upwardly convex protrusion forming a channel (10) for guiding the tow element, which carries the slide (16) and for the sliding of a link (23) with the tow element during an actual slide, which is carried out along the two longitudinal elements (2) of the support frame; and

an area above the channel (10) cited wherein the pulled slide (16) is seated, which has predominantly vertical walls (15, 17) which laterally control possible displacements of said slide in the horizontal plane; and

wherein the support frame is a single U-shaped piece implemented by injection of fused material in a closed mould.